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VOL. 10 NO. 15
OCTOBER 1980
ISSUE NO. 212

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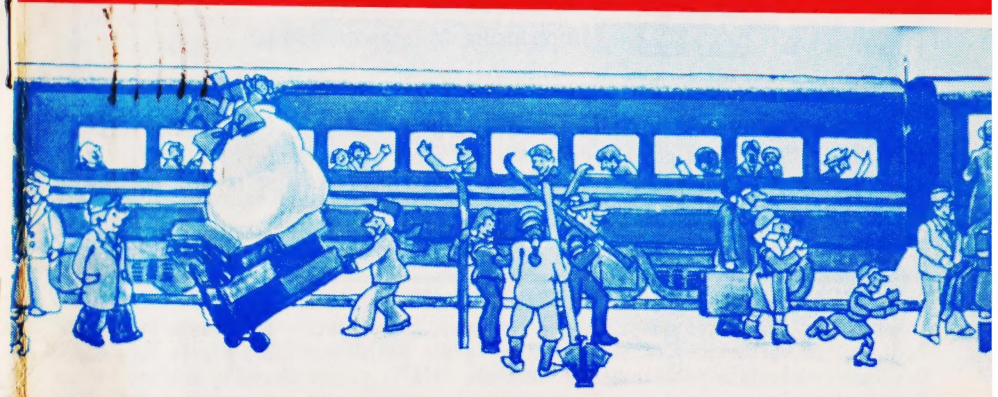

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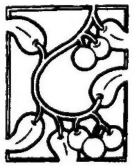

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RTN SUBSCRIPTION RATES will be forced upward soon because of the coming massive increase in first class postage rates that is expected to take effect shortly after the first of the year. We expect that the single-issue price will go from 65¢ to 75¢ (a price already charged by other rail newsletters), and the yearly rate for 24 issues will be $18. In the meantime, you can still subscribe, renew or extend subscriptions at the present $15 rate.

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LETTERS

In James Russell's account of the inaugural run of the WILLAMETTE VALLEY (RTN #209) it is stated "there are big inconsistencies in the fare structure."

This is not necessarily so. Today it is becoming common to structure rates on a basis other than a strictly mileage basis, whereby the rate consists of a fixed boarding rate plus a mileage rate. In this way, shorter trips appear to be based on a higher cost per mile, but it is this fixed element which produces this result.

E. Everett Edwards
Abington, Pennsylvania

ON THE COVER

The Christmas season will be here before we know it, and as if to hurry the onset of that heavy travel time of year, VIA Rail Canada uses this artwork in the color center insert of its current (Sep 29-Apr 25) system timetable. The timetable was described last issue in our "Rail Canada" department.

MISSOURI MULE BEGINS OPERATION

The planned-for second train on the Kansas City to St. Louis, Missouri route, to accompany the ANN RUTLEDGE, begins operation on Oct 26 with the Standard Time changeover and traditional schedule change to winter times. The train will be named the MISSOURI MULE, as requested by the state which is helping fund it. The schedule calls for train 341 to depart St. Louis at 8am, Kirkwood 8:27, Jefferson City 10:13, Sedalia 11:18, Warrensburg 11:58, and arrive Kansas City at 1:40pm. Train 342 will leave Kansas City at 5:30pm, Warrensburg 6:47, Sedalia 7:18, Jefferson City 8:27, Kirkwood 10:13, and will reach St. Louis at 11:05pm. The train will consist of an F40 engine and an Amfleet food service car. It was feared that the train might not start up on Oct 26 because of MoPac's request for $7 million in track rehabilitation before operation could begin. Apparently that question has been resolved, but RTN does not have the full story as we go to press.

PANAMA LIMITED DERAILS IN MISSISSIPPI

Amtrak train 58, the northbound PANAMA LIMITED, traveling at 75mph south of Terry MS, between the station stops of Hazelhurst and Jackson, derailed its last seven cars at about 7:20pm at milepost 747. The last cars of the 9-car train left the tracks and some of them tumbled down a 25-foot embankment. There were 69 people aboard, and 26 were treated in hospitals for injuries while the rest were bused onward. While the final report on the cause of the derailment has not been made, a Public Service Commission inspector and the train's on-board supervisor both commented that the cause could have been a broken rail. The fifth car back, Amcoach 21847, was the first to derail, bringing two preceding cars and the four behind it off the rails with it. Consist of the train was: engine 708 (P30 GE diesel); cars 1156 baggage, 2911 sleeper "Pacific Forest", Amdinette 20214, Amcoaches 21866, 21847, 21857, 21888, 21858, ICG office car 6. Damage to the cars was estimated as follows: 20214 $1,000; 21866 $85,000; 21847 $95,000; 21857 $95,000; 21888 $85,000; 21858 $80,000; ICG #6 $5,000. The railroad office car remained upright after derailing. Total equipment damage was an estimated $446,000 while track damage was about $4,000. The southbound main line was opened to traffic shortly after the accident, and the northbound track was opened the afternoon of the next day. The derailment occurred on Oct 12.

RAIL CANADA

YARMOUTH-HALIFAX SERVICE is in the final phase of upgrading, VIA Rail announced in an Oct 14 release. Bids have been called for upgrading stations in Hantsport, Wolfville, Middleton, Bridgetown, Annapolis Royal and Digby, and for the construction of passenger shelters in Waterville, Berwick, Kingston and Weymouth. Earlier this year, Round Hill architect Harry Jost was hired by VIA to develop plans for these stations and shelters. VIA said that ridership has increased "dramatically" since the new schedule and equipment went into effect on Jun 8. The average ridership per trip was 91 between Jun 8 and Sep 30, compared with 17 in the years 1975-1979.

VIA RAIL CANADA is "about to challenge the airlines in the battle for business travelers between Toronto and Montreal", the rail corporation said in an Oct 14 press release. VIA will do this by offering "VIA-1", a new first class service program introduced Oct 20. VIA-1 services include: (1) an optional ticket pickup service just prior to departure at the VIA-1 check-in counter in Toronto Union Station or Montreal Central Station; (2) first class check-in and pre-boarding up to 30mins ahead of departure by special entrance; (3) more red cap service; (4) welcome aboard the train "using the train itself as a first class lounge"; (5) choice of Club Car with full course meal or snack, or Overnight Club or sleeper on overnight trains; and (6) general upgrading of all on-board service, complimentary newspapers and magazines, and on overnight trains, wakeup call, coffee and Danish pastry. VIA is engaging in a multi-media ad campaign plus a special mailing to senior executives in Toronto and Montreal to push its VIA-1 service.

THE "PRINCESS MARGUERITE" is a "sure bet" to return to the Seattle-Victoria run in 1981, according to reports. The ship goes into drydock in Victoria this fall in preparation for a $5 million overhaul if no serious defects are found. The ship's replacement carried only 125,000 passengers this year and lost about $5 million, compared to the "Marguerite's" 368,000 passengers and $500,000 profit in 1979.

WINNIPEG-FARLANE TRAIN has been saved, announces David Osborne, president of Transport 2000 Manitoba. His was one of several groups that called for retention of the train at CTC hearings.

CANADIAN PACIFIC CRUISES to Alaska on the "Princess Patricia" were listed here last issue with an error that we hereby correct: Tracy Arm and Juneau are on Thursdays, and Glacier Bay on Fridays, except that Skagway is substituted on 3 of the 22 trips due to National Park Service regulations (the Service believes the ships are frightening the whales from the 70-mile long bay). Also, Alert Bay is dropped entirely. The sinking of the Dutch luxury liner Prinsendam in October after an engine room fire west of Sitka, Alaska, has fueled speculation that the ex-CN passenger liner "Prince George", now moored in Portland, Oregon, might be returned to its Alaska run, last made in 1975.

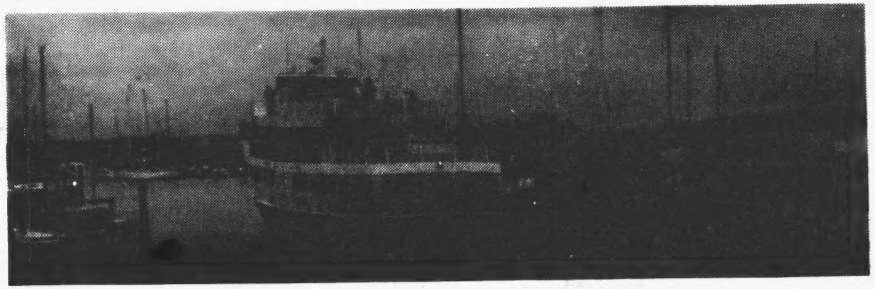
WESTERN CANADA TRAVELER reports that the new CP Rail 5½-mile westbound line is under construction from Lake Louise to the Great Divide and should be in operation next summer. The new track is north of the present main line, which will become eastbound only at Lake Louise. It doesn't appear that there will be a platform on the new line.

VIA RAIL CANADA President Frank Roberts has told Transport 2000 that VIA and Amtrak have held preliminary meetings on providing a Toronto-Buffalo service alternative to the TH&B. Such would not come about before next spring, Roberts said.

The VIA President also commented: "We are not going to be stampeded... and intend to proceed in a logical and measured fashion so that the end result will be something we can all live with."

TRANSPORT 2000 CANADA has appealed the CTC's recent decision on the Montreal-Farnham, Quebec CP Rail commuter train to the Federal Court of Appeal. The CTC had ruled that the service is not a "passenger train service", leaving CP Rail free to discontinue it without further ado, and indeed CP announced plans to drop it. T-2000 asks that the CTC decision be reversed. Loss of the service leaves Farnham, Saint-Jean and other Eastern Townships without any rail passenger service.

URBAN-SUBURBAN TRANSIT



THE FIRST RUN of the once-more-revived Berkeley-San Francisco CA ferry is seen above in an RTN photo made on Aug 6. The Blue and Gold line is being used now, and the vessel "Golden Bear" made the inaugural run on a foggy morning.

SAN DIEGO TROLLEY line now under construction is expected to be opened next July. Expected patronage is 30,000 daily riders by the end of the first year of operation. A laudatory article by David Young in the Chicago Tribune (Oct 12) points out that the transit line, using German-built streetcars, has been set up by "amateurs" on a relatively low state budget of $85.9 million, and has become a model for how to start a transit system efficiently and without federal funds. The obtaining of the Southern Pacific's San Diego & Arizona Eastern railroad line, damaged by hurricane flooding, for only $18.1 million was a big help to the trolley planners. The 16-mile line between the San Diego Amtrak station and San Ysidro at the Mexican border is hoped to be supplemented as future funds become available by another 18-mile line running east to El Cajon, a San Diego suburb. Rebuilding of the 16 miles of track is costing something over $35 million. While the trolleys will use the line during the day, a private operator will run freight on it by night. A problem presently facing the system's developers is how to deal with a hotel and convention center underground parking garage that must be located near the Amtrak station, and possibly below the trolley tracks, a situation that would involve expensive shoring up of the tracks near the terminal.

THE CHICAGO REGION has just been awarded $68.4 million in UMTA grants for several transit improvement projects, including track work and other improvements to the C&NW commuter lines, and purchase of as many as 125 articulated buses.

THE TORONTO MINISTER of Transportation announced on Oct 14 the awarding of six contracts for building station facilities on the GO Train route being developed between Toronto Union Station and Milton. The complete project is scheduled for opening in fall of 1981.

INTERSTATE COMMERCE COMMISSION decided in late August to allow fare increases on Conrail's Grand Central-New Haven suburban service, and to raise the fee for purchasing tickets on the train from 25¢ to $1.00.

THE READERS COMMENT

COMMENTS FROM OUR LAST READER TRAIN RATING SURVEY

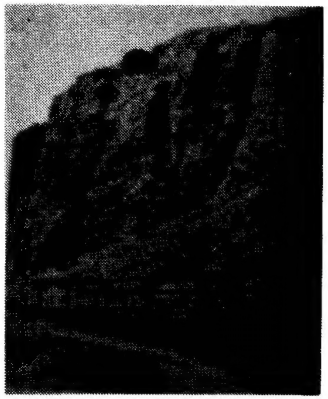
★ INTER-AMERICAN: "A disgraceful travesty of Chicago-Texas service tradition! Schedule padded by hours--waited 35mins at some stops. Snack bar grotesque substitute for meal service. Makes virtually no connections in Chicago. Less than 100 passengers at peak of Christmas season" (Duane Roller, Waterloo, Canada).

"Without a better schedule and proper equipment this train will never succeed" (Bert Barry, St. Louis, Missouri).

"The dirtiest, ugliest train I've ridden since the days of Penn Central before Amtrak. Two hours late out of St. Louis and lost another two hours to Chicago. Amdinette was clean, but air conditioning was stuck on (and it was 30-40° outside)" (Amtrak Employee, Burbank, California).

"MoPac crew surly and unfriendly as ever. Amdinette and Cafe staffed with fairly competent and surprisingly friendly personnel. Microwave entrees were well-heated and better than a sandwich, but still below par of a full-staffed dining car. Bedroom was clean and everything worked, but I slept poorly thru Arkansas and Missouri--MoPac needs track work badly up that way. MoPac personnel still don't like Amtrak--or try to do anything for customer relations (and very little for the train either--they either sit and talk or drink coffee most of the time!)" (Jack Barefield, Fort Worth, Texas).

SUPERLINER CARS got generally high ratings from reader-riders. Said one of the EMPIRE BUILDER: "I have nothing but superlatives to use to describe the Superliners. If the diners are any indication, the lounges will be beautiful. This equipment is the most encouraging thing I've seen on Amtrak. They are great!" (This came from a reader who also rated the winning train, the RIO GRANDE ZEPHYR, very high.) The recently-released Amtrak photo at right shows, evidently, the EMPIRE BUILDER, with the novel equipment mix Amtrak now uses on Superliner-equipped long distance trains: Amdinette, Hi-level transition car, & Superliners.



★ CRESCENT: "Roomettes and bedrooms full on 2 of 3 cars. Third sleeper was hot at bedroom end, but comfortable at roomette end--and full! Seven coaches instead of just 3, and all full!! Full-length lounge full and noisy--an improvement over ex-Southern coach lounge, tho red and purple colors garish" (Z. Katsikis, New Orleans).

"Very good food and a lot of it! The turkey dinner was the biggest I have ever seen on Amtrak! Very hot cars out of Birmingham; crew tried to fix the air conditioning, but had no luck" (Dan Pilipow, Hammond, Indiana).

"Early hour leaving New Orleans makes for early rising. Delayed in boarding as bad car is taken out of consist. Roomette is fairly clean. Generally, food is not what it was when Southern was running the train. Full lounge is nice, but dome is missed" (Robert Stewart, Downingtown, Pennsylvania).

★ NIGHT OWL: "Equipment was 84-seat Amcoaches, thru passengers are not segregated, pillows altho stocked were not distributed, and everyone must show a ticket in New York" (Stephen Dunham, Malden, Massachusetts).

"After riding a roomette from 12:10am to 6:30am, I found that there was no coffee, tea, juice or any other type of drink for breakfast in the Amcafe car." The timetable advertises complimentary tea or coffee; there was none on the train!" (D.F. Katusha, Gales Ferry, Connecticut).

"Ran out of breakfast food by 7am--the rest was cold. Excellent heat control" (Reader, Alexandria, Virginia).

"Amcafe food seems to get worse--stale bread and rolls, soggy chips, dry powder coffee cream--horrible!" (G. Webster, Milford, New Hampshire).

RIDING THE BERKSHIRE EXPRESS

by Kevin J. Gregoire

New York Central trains 404 and 405 were reborn for a day--October 4--thanks to the work of President William Crawford of the Massachusetts Bay Railroad Enthusiasts, Inc. These trains were an interesting bit of history, even tho they were of secondary importance to trains 27 and 28, the NEW ENGLAND STATES. Nos. 404 and 405 ran as a single unit rail diesel car until their demise in the mid-1960s. Then, astonishingly, in 1966 a clever lawyer successfully brought suit against the NYC and brought about their revival in the fall of that year. They were then operated, begrudgingly, until August 1969 with with a diesel engine (usually an E8 or RS3) and a single 64-seat coach. This consist artificially inflated the operating costs by at least 50%, since one more crewman--a fireman--was required, and it helped hasten their demise.

Westbound 405 connected in Albany with two trains, the CAYAGUA making all the local stops to Buffalo, and the OHIO STATE LIMITED to Cincinnati and its Indianapolis to St. Louis segment from Cleveland. Eastbound 404 connected in Albany from the CHICAGOAN, a mostly local-stop mail train that had a connection at Cleveland from Cincinnati via the NIGHT SPECIAL.

Massachusetts Bay RRE's train was planned to serve four markets. Operating from Boston, Framingham, Worcester and Springfield, its passengers had their choice of four sidetrips. At Pittsfield they could take a bus trip to either Mount Greylock, the state's highest peak, or historic Hancock Shaker Village. They could depart Chatham to tour that quaint little upstate New York community, or travel to Rensselaer to view Amtrak's new Turboliner Maintenance Facility. I had asked Bill Crawford if we could buy tickets from Pittsfield to Rensselaer using the seats vacated by his side trips. He agreed and charged an extremely reasonable $10. A total of 76 passengers bought those tickets.

The day of the trip brought cold, crisp, clear and windy weather, much the same as for a week-earlier fan trip thru the Hoosac Tunnel, sponsored by Mystic Valley Railway Society (see RTN 203 for description of a similar trip). As I pulled into the Pittsfield Amtrak parking lot I noticed a space reserved for me by placement of a garbage can. Amtrak train 448, the LAKE SHORE LIMITED, had just departed on time at 11:25am and our special was due at 12:10pm. A gentleman from Canaan CT hurriedly bought a ticket from me, happily assured that he would not be left out. (Most ticket purchasers were not "railfan types" and most had never been on a train before.)

Frank Chylock of Amtrak Operations at Grand Central, New York, who had driven north to ride the special as a trouble-shooter approached me. I introduced him to Conrail Trainmaster Art Fox, who was responsible for the Pittsfield operation.

Soon a headlight was visible in the east near the top of the mountain on the main line, and two F40s pulling 13 Amfleet cars (see Cars & Consists) slowly drew to a halt. Those accustomed to seeing only Amtrak's Heritage Fleet equipment on the LAKE SHORE LIMITED gazed in awe at the tubular stainless steel Metroliner-like Amfleet cars. RTN's Peter Roehm lead a contingent of about 125 of the 700 aboard who were departing here for the two side trips.

We boarded our group and quickly left town with 6000hp bringing us rapidly up to road speed. Within a couple of miles we passed the site of Amtrak's new downtown station, then the ex-New Haven main line to New York City. The old depot is still standing, platform intact, where Penn Central ran its weekends-only ROC connection

to Danbury until Apr 30, 1971. (NARP Vice President Sam Stokes is extremely interested in reviving daily service on this line by extending Connecticut's South Norwalk-Danbury SPV-2000 north to Pittsfield.)

Over the public address system comes a welcome to Pittsfield passengers, a description of Mass. Bay RRE, the history and amenities of Amfleet, and a description of our stops at Chatham and Rensselaer. Altho Amfleet windows are small, they are clean and spotless, allowing views of the colorful fall foliage on Amtrak's most scenic route in the East on a bright, sunny day.

Soon we are pulling into the old Chatham station which until 1972 served as the northern terminus of MTA Harlem Division Penn Central trains. Today the LAKE SHORE LIMITED only passes thru, but about 100 detrain from our special, and a few board from the decrepit platform and boarded-up building.

Now it's a fast trip, and within a few miles we are on Amtrak's 79mph Post Road Branch. Currently Amtrak is pressuring Conrail (with threat of cour action a la Southern Pacific) to raise maximum speeds on the rest of the Boston and Albany Division to at least 60 and in some places 70 and even 79 in order to tighten the schedule and improve on-time performance of the LAKE SHORE. A reduction to 4 hours of the 4:55 schedule is the ultimate goal (overall average 50mph, 200 miles).

As we reach Rensselaer I must bid farewell to the railfans and become rail professional, as City Councilman Joe Ryan and myself are scheduled to meet with Frank Chylock and Passenger Services Regional Director, Empire Division, Peter B. Welsh to finalize plans for moving our Pittsfield station downtown. He briefs us in his Amfleet-carpeted office and sets up another meeting with us and three Washington officials in Pittsfield on October 13 for final site survey and cost analysis for presentation to the Amtrak Board's October meeting. He thanks us for obtaining the cooperation of so many city officials and groups and promises us Amtrak's continuing cooperation. I'm impressed with his sincerity and think if all Regional Directors of Passenger Service are this hard-working and dedicated, Amtrak has hit on an excellent idea in appointing them.

I managed later to see our tour participants having the time of their lives in the Rensselaer shops crawling all over the various pieces of Amtrak equipment in for repairs. There are various Turboliner consist pieces, F40s, FL9s, Amfleet, E8A and B units, as well as conventional and Heritage Fleet cars. From the unsolicited rave reviews I receive, I take the day to be a great success.

After reboarding at Rensselaer, the passengers make the last car a popular improvised observation car after Post Road, as Conrail is holding several westbound freights which we pass to the delight of all aboard.

Arrivals at Chatham and Pittsfield are early, and everyone comes away pleased and happy. I too am excited at the prospect of increased daily service on this line, perhaps using the consist of the LAKE SHORE that sits in Boston 26 hours as a late night train westbound and an early morning train eastbound. Such a train could operate at a minimal cost and maximum profit for Amtrak, as no additional equipment is required.

WATCH FOR THE ANNOUNCEMENT soon of the publication of RTN's book "Issues in American Rail Travel". This will be followed by publication of our long-awaited Yearbook. If you have already ordered these items, you should note that the price of each will be higher when they appear, but your "pre-publication" price will be honored. Thank you for your patience.

EXPLORING THE ADIRONDACK RAILWAY

by Peter Putnam Bretz

Is the Adirondack Railway running or not? That question was very much on our minds as we slid into Utica NY aboard Amtrak's #73 Turboliner, the EMPIRE STATE EXPRESS. We had enjoyed our ride up the Hudson, and also our free club car meal, included in the ticket price, and were all in the mood for high adventure. We were not disappointed!

First off, the old New York Central Utica station has been beautifully refurbished. All the marble is polished and looks like new. Potted palms abound. Even the woodwork seems freshly varnished. It is a pleasure to wait for a train here. Occupying the lunch room area is "Adirondack Adventures", the company that operates tours and sells tickets for the railway. Using our Visa card, we got tickets for the next day's train. During the summer season, June 28 till Labor Day, the railway runs two trains a day up to Lake Placid and back using two sets of equipment. But we are here in the middle of June, and the service is Friday-Saturday-Sunday only. The last day of operation in 1980 is October 13, with resumption scheduled for mid-May, 1981.

Now we go up to the platforms to watch the departure of Adirondack Railway train #5, the EVENING STAR. The newest piece of equipment on it is RS-3 diesel no. 25, painted orange and blue. It's from a railroad near Tampa, Florida, we understand, and it sports A1A 6-wheel trucks. Behind it are three very interesting passenger cars: no. 68 is a refurbished P-70 from the NY & Long Branch Railroad. No longer in Tuscan red, the car has wider picture windows, reclining seats, and is painted a fine two-tone green, the railway's colors--light green along the window line. The second car is no. 80, a heavyweight. Tho older than the P-70, it is also ex-Pennsy, and is named the "Enterprise". It dates from 1912 and was purchased from the Black River & Western. It's one of those broiler-buffet-club-parlor cars used on secondary Pennsy runs for years--perhaps over the Northern Central? The type is listed in the 1930 Official Guide reprint, as well as the 1916 Guide. It's nicely repainted inside and out.

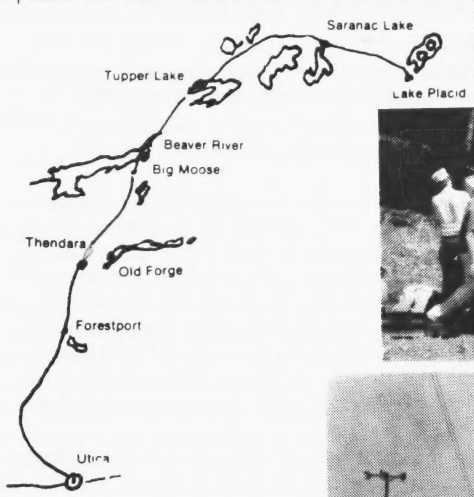
The third car is the "Shenandoah", a 10-6 sleeper (with bedrooms in the center), and is ex-C&O, ex-B&O, ex-George Pins. A sleeping car is not really needed, as the train arrives at 11:15pm, but it is used as a crew dormitory. The car sits up in Lake Placid until needed.

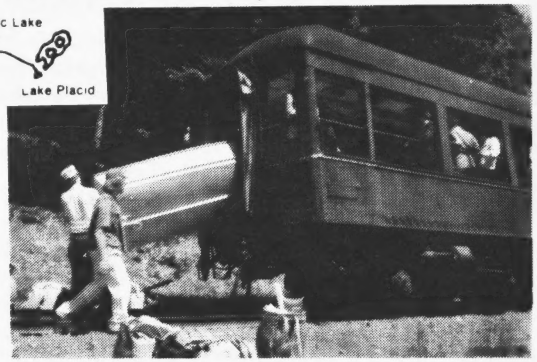
The next day, we are on the platforms at Utica to watch Amtrak's eastbound SALT CITY EXPRESS Turbo in, followed by an elegant-looking LAKE SHORE LIMITED. Our Adirondack train, no. 3, the ADIRONDACK MOUNTAINEER, is ready. Power is another Alco RS-3, no. 29. It's painted glossy green with gold lettering and striping--very nice looking. This loco is off the D&H via the Roberval & Senauguey, as is no. 28, the road's only other power, also an RS-3. The latter sits at Thendara while it is worked on.

The track is smooth as silk to Remsen, where the Conrail pilot leaves the engine and we roll onto the ADRC itself. The junction point is 22.7 miles from Utica, just above Remsen. This is the old NYC's Adirondack Division, and before NYC, the "Mohawk & Malone Railroad". The M&M came up to Remsen from Herkimer rather than Utica, and thus the mileposts all have an "H" on them and show a number 6.4 miles greater than the actual mileage. Our speed is around 35-40mph and the track is a lot rougher. Of course, this line has been out of service for years, and was actually being ripped up by Penn Central when the courts stepped in. Only about 5 miles near Tupper Lake was torn up, but was replaced. Curves are sometimes super-elevated, tho our top speed is 50mph in some sections.

Behind our engine was car #78, another P-70, but unlike #68 of yesterday, this retained the Pennsy's comfortable walk-over seats. No. 84 was a heavyweight diner from the C&O, named "Gadsby's Tavern", built for the pre-lightweight train GEORGE

WASHINGTON. It was very clean inside, with wooden chairs arranged around 2- and 4-place tables. The windows were a little fogged up. Car 73 was again an ex-





(Above:) Loading rowboats into the observation car.
(Below:) loading more rowboats along the side of the engine at Ne-ha-sa-ne, between Thendara and Tupper Lake Junction. Photos by the author.

Pennsy P-70. Car 92 was a bar-tavern car with bright wood booths, a wet bar and a piano. It really was a swinging car during the Olympic Games last winter. Bringing up the rear was an Open-Mountain observation car, a la the Southern Steam Specials or the Canadian Pacific. Close inspection revealed that this car and the bar car were both former P-70 coaches!

We roll along thru the deep woods and past inviting-looking lakes. We have about 100 passengers today, mostly girl scouts. We are told that this is the most they have carried so far this season since the Winter Olympics. We stop here and there. At Thendara, 51.6 miles from Utica, we make a major stop, as this is the headquarters of the line. Much equipment is floating around--lots of P-70s in various states of repair, some still in Pennsy livery. Along the line, an occasional siding would have a P-70 sitting on it. Many people detrained at Thendara to take the double decker English Bristol bus to Old Forge, the center of much activity. One can take a steamer out on the Fulton Chain Lakes, take rides in a small amusement park, or just enjoy the mountain scenery. The latter is best from the train, however.

Big Moose is the highest point on the line, at 2034 feet elevation, 63 miles from Utica. We stop to pick up some campers who try to get two big aluminum row boats aboard. They squeeze them into the observation car, along with all their gear, only to pull everything out again 30 miles up the line.

At Tupper Lake Junction the old platforms are in, along with curved-neck inoperative lamp posts. This is where the NY Central line to Ottawa went off, but it was abandoned years ago.

Further on, at Clear Lake Junction, we cut off to the east, but we can see

where the old main line continued on to Malone and Montreal. The station at Clear Lake Junction still stands.

The track is more curving now, and we pass Saranac Lake. Here, at one of the road crossings, is an ancient protection device consisting of a bell and a banjo-type red glass plate that reads "stop".

Finally, we are at Lake Placid, 141.3 miles from Utica, 118.6 from Conrail's junction. It was a worthwhile trip. The platforms and station are still in, along with more lamp posts. We can see the old turntable pit across the 3-track yard. The visitor should be sure to note the rail sections laid crosswise and used as ties.

We explore the town and then return to Utica on train 4, the SUNDOWNER. Daily trains pass each other at Tupper Lake Junction and Thendara, if one wishes to ride only a portion of the route. But we went all the way back to Utica first, returning the next day on train 3 again as far as Tupper, where we caught train 2, the ADIRONDACK RANGER. On this Sunday it was a two-car train. Engine 25, wide-windowed P-70 coach 68, and "Enterprise" made up the consist. We secured a "club" seat in the latter car. The little gem is so shining bright and clean inside, what with yellow and white walls, that it seems it's really in the 1920s and we are on the rails behind steam power.

We revel in a corn beef sandwich and a bottle of Miller's beer (they were out of Utica Club). There are swivel parlor seats in the car too, occupying their own little section; also easy chairs, dining section, leaded glass separations, copper fans, ice-operated air conditioning, crystal light fixtures. The only things lacking were spittoons on the floor. This car is really a "must" to ride; there is no extra charge to occupy it.

Coming back southbound now, we stopped at Ne-ha-sa-ne where we had let off the six campers with their rowboats. Now, they wanted on. Gear was stowed in the coach, but where to put the boats? Certainly not in the parlor-buffet-broiler-club car! So, up on the runningboard of the engine they went. The hand railing kept them from falling. What a sight that was!

The Adirondack Railway is currently running weekend trains between Tupper Lake and Placid Lake, 3 roundtrips on Saturday and 2 on Sunday, a distance of about 34 miles each way. The railway has been closed to passenger service thru to Utica since about mid-August after an agreement with the federal DOT following a couple of minor derailments. Track work is now in progress, and while railway equipment can get thru, passengers cannot be carried the full route. The railway said it hopes to have the line open by the Christmas season, when it plans to run ski trains between Utica and Lake Placid, going up on Wednesday and Friday evening and returning as a combined train on Sunday. Schedules and fares are not yet available. The railway is awaiting state funds for track rehabilitation to complete the job. Information numbers to call are: 800-962-1044 and 800-962-1045 toll-free; or in Utica at 315-797-0970. Mailing address: Union Station, Utica NY 13501.

Later, at Beaver River, we picked up a lonely P-70 (#1729) painted Tuscan red. Inside it were eight canoes piled high across the seats. All the kids who came with the boats got in the coach, and we were the boat train. The rowboats came off at Thendara, and the canoes were pulled out the rear vestibule of the P-70 at Forestport.

What a trip it was! It's a nice feeling to while away the day clicking and squeeling along on the Adirondack Railway. Be prepared to get very dirty if you spend much time in the mountain observation car. But the breeze is fine on hot days. If the ADRC can keep its engines in operating shape and get the passengers, it should prove to be one of the most enjoyable train trips one can take in the U.S.A. We certainly felt it was a high class operation, and we wish them well.

A FAREWELL TO NUMBER 6060

By Sylvia and Ted Blishak

The National Railroad Historical Society's Annual Convention is already in progress here in Toronto on July 24, and we've arrived in time for the main event--a ride behind a Canadian National 4-8-2 locomotive, #6060. The convention marks a farewell to the bullet-nosed steamer. She'll be moved west to Jasper later this year, where, her fires extinguished, she'll go on display.

Sleepy-eyed, we join a throng of about 1000 railfans at a pre-train breakfast in a banquet room in the sumptuous Royal York Hotel, across the street from Union Station. Having come all the way from Menlo Park, California, we don't expect to see anyone we recognize. However, a friend of ours, John Ingles, has advised us to look for his son, J. David Ingles, Associate Editor of Trains Magazine. We dig into the scrambled eggs and ask a typical-looking railfan to our left, "Do you happen to know if David Ingles is here this morning?"

"That's me!" he replies. Once the shock of this incredible coincidence is over, we introduce ourselves. We'd expected him to look older and more conservative than he is. After all, this young man is second on the masthead of a venerable nationwide magazine. But, fellow railfans, David is one of us! His father is a retired railroad man, and, as so often happens, "train fever" became a family tradition. "See you on board," he says with a grin. "I'll be right behind the engine."

Train time is 8:45am. We arrive at the bustling Toronto station and stare about in amazement. No musty echoes of a grander past here--the Great Hall is bright, clean, and bustling! There is a gift shop and newsstand, and trains are leaving from several gates. We learn that each day 60 intercity and 70 commuter trains are handled here!

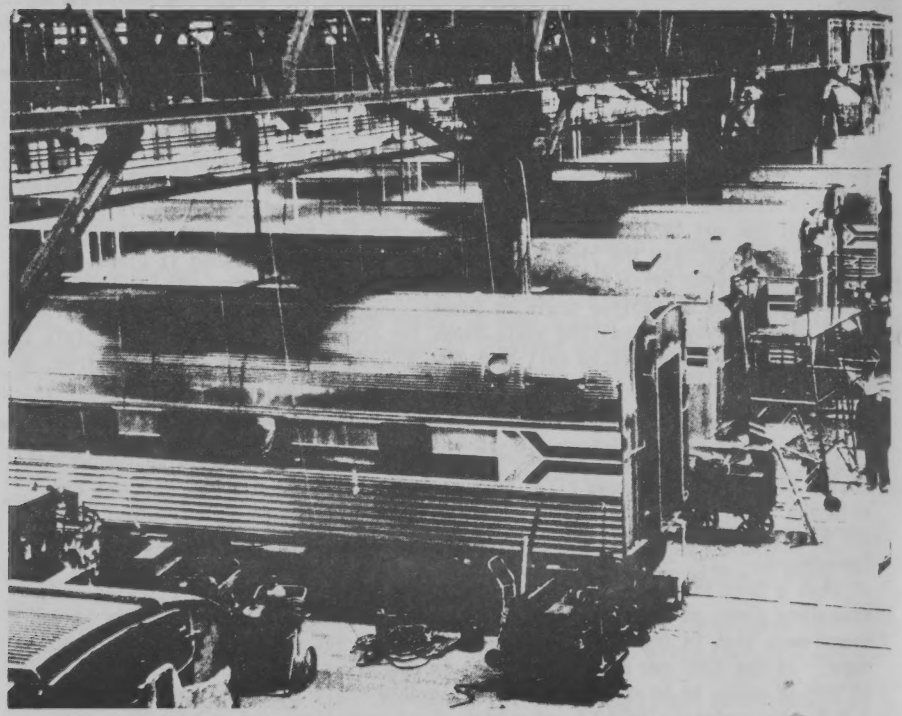
The gate for the "Maple Leaf," the name given our special steam excursion, is not marked, but we follow the people with cameras and engineer's hats and find it easily enough! We hold tickets for the first class parlour car at the rear, 13th back from the engine. We can't see the engine at the head end as the conductor calls "All aboard"! We settle comfortably in car 3305, the "Mardi Gras", owned by the Roanoke NRHS.

We pull out on schedule, thru the yards and past the base of the massive CN tower, painted with fanciful silhouettes of both steam and diesel trains. Canadian railroading is amazingly active--green and white GO Commuters flash by, as well as intercity trains and a consist of three Budd cars heading, like ourselves, for Niagara Falls. In the yards stands a Turbotrain in bright VIA livery, and nearby is a former Trans-Europ Express now operated by Ontario Northland. The rails are sliding silkily under us now, and having been jolted (altho enjoyably) about on Amtrak's COAST STARLIGHT recently, we appreciate the difference! Our route to Niagara will take us around the western end of Lake Ontario on these same smooth CN tracks.

No. 6060's whistle drifts faintly back to us--she's a long way ahead. But we still can't see her--the tracks are straight! We keep hoping for a curve, but in vain. We content ourselves with people-watching. Railfans with cameras are lining the tracks, snapping and waving.

A water stop is scheduled at the Hamilton station, where we can detrain to take

CAR REBUILDING PROGRAM GOING STRONG



The accompanying photos of work underway at Amtrak's Beech Grove shops in Indiana on the "Heritage Fleet" cars--conventional passenger cars that Amtrak is converting to electrical head-end power (HEP), are reprinted from Amtrak News, the corporation's employee newsletter. Amtrak says that 501 cars are programmed for HEP conversion, with possibly 900 going thru by 1986. This latter figure presumably would include dome cars, tho Amtrak is noncommittal so far about which cars would or would not get the refurbishing treatment. The cost of re-doing a passenger car runs from $250,000 to $400,000 Amtrak says. In the photo at left we see a general view of the shops, which, Amtrak notes, are "completely filled" with cars being converted. The photo at right shows a worker installing newly-reupholstered seats in an ex-Santa Fe coach. In this car the Santa Fe Indian motif decorations have been retained. All 73 Hi-level cars are included in the HEP program.

pictures. Soon we glide to a stop, then lurch, and hear a hiss of compressed air--then a soft chuff-chuff-chuff. We're not moving, but where is our steam engine going? Then we notice another sound--a diesel rumble! Apparently we have an unadvertised helper engine. By the time the vestibules are opened and we can escape, 6060 is nowhere in sight! We find ourselves nose-to-streamlined nose with an EMD FP7, looking very sassy in VIA blue and yellow--one of your better-looking diesels, to be sure, if one MUST have diesels.

We stand around the yards in the blazing sun for 45 minutes, and are periodically waved off the tracks for passing trains. Finally we hear a piercing, steamy shriek that makes the backs of our necks tingle, and the long-awaited 6060 backs into view and couples up at the point.

We climb aboard and stay in the open baggage car to hear the engine start up and to enjoy some nice puffing, which is somewhat muffled by the diesel's grumble. We pass thru open country, where green vineyards abound. There is only one photo run-by scheduled, near the village of Jordan where a high trestle crosses Twenty-Mile Creek. As we cross the trestle and drift to a halt, a crowd of about 150 railfans awaits, perspiring quietly in the sun, cameras poised. They have arranged themselves on the hillside like layers of a wedding cake so that each camera will have an unobstructed view. We jump off and find a slot to stand in too. As our train backs away, the engineer of 6060 waves and smiles. The engineer of the diesel waves too, perhaps a bit apologetically.

The train backs across the trestle and out of sight, but soon we hear three toots in the distance, and a tall plume of incredibly inky smoke starts to rise. No. 6060 comes hammering over the bridge with an ear-splitting bark of exhaust. Cameras and tape recorders roll, hearts pound, adrenalin flows, the steam whistle screams. This is the moment we came for!

Back on board, we stand in the open baggage car and prepare for our climb up the Niagara Escarpment. Now we hear some real stack talk, and the diesel keeps quiet for a few moments in deference to the steam fans. But 6060's puffs become weak and labored; the train loses speed. There are sighs and much shaking of heads as the diesel growls into action. We do need its help after all (in the days of steam they added a helper at the bottom of this grade). We arrive at Niagara Falls station sounding bells and whistles.

Soon it's "All aboard" for the trip back to Toronto. We purchase green and yellow "Farewell, #6060" badges and add them to the collection on our own striped engineer's hats. When we arrive back in Toronto, we hope to watch while 6060 is uncoupled and steams off to the yards, but fate--in the form of an armed Toronto policeman--blocks the platform and waves us into the station.

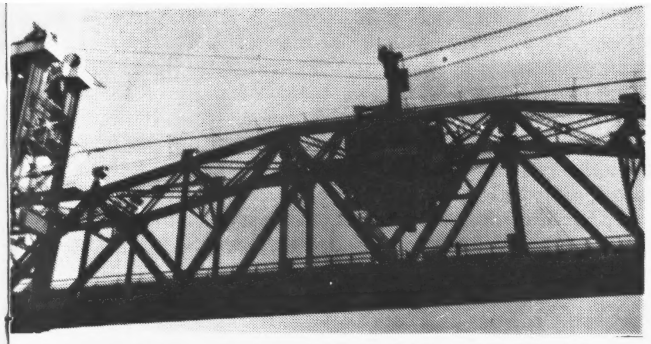
And so we bid farewell to you, gallant 6060! We hope the rumours we've heard are true--that your display assignment will be a brief one, and that CN will give you another overhaul and keep you busy pulling excursions thru the Canadian Rockies.

TRAVELS WITH THE EDITOR

JIM RUSSELL

This issue has turned into a catching up on summer travel reports that we couldn't pass up, and we can't let a year go by without reporting on our own vacation and post-vacation travels.

Two years ago (in RTN 177) we told you about the Greyhound ride from Oakland to South Lake Tahoe, California that turned into an adventure. At that time the trip was scheduled for 5¼ hours. We made the same trip this July and were pleased to learn that Greyhound now advertises a 3hr, 55min express schedule that leaves Oakland after lunch (at 12:25pm). South Lake Tahoe arrival is scheduled for 4:20. The trip went very well this time, but we decided that there is no way that Greyhound can actually meet that advertised less-than-4-hour schedule. The actual



(Left:) Center of the Martinez-Benicia railroad bridge viewed from below. (Lower:) In Davis CA a girl on a bicycle watches our southbound STARLIGHT pass, as our dome casts a silhouette on a building in the low early-morning sunlight.

trip took 4hrs, 31mins to South Tahoe, with the driver maintaining top speed all the way. The bus originated in San Francisco, and there were just three seats left for the three passengers who boarded in Oakland, the only intermediate stop. There was a 20-min rest stop at Sam's Restaurant at Cameron Park on Highway 50 north of Sacramento. To our dismay, the bus passed up the South Tahoe depot and entered Nevada to make stops at three casinos before backtracking to our depot. Most of the passengers were riding on gamblers' package deals, and they were de-bused first.

Less than two weeks later we were on the COAST STARLIGHT heading to Portland for the inaugural of the WILLAMETTE VALLEY (see RTN 209). We were lucky even to get aboard this crowded train, and spent the night in a coach (#4535, an ex-Santa Fe car built in 1947 that seemed as good as new). At the end of our train was SP 100 "Airslie", also heading for the inaugural. There was one dome, former SUPER CHIEF dome lounge 9354--a total of 17 cars and two engines. Being unaccustomed to sleeping in a coach, I was aware of many events during the night, like our meeting the southbound STARLIGHT at 3am. I got a better look at the interesting scenery north of Klamath Falls than I ever have. The dome became the children's place to hang out, and someone nicknamed it the "day care dome".

On the return trip from Eugene the afternoon following the inaugural, the STARLIGHT had exactly the same equipment except for different baggage cars, and SP engine 9340 was added to pull us over the mountains. On this trip a roomette was available, and sleep was easy. My major complaint both ways was with the dining car crew who performed poorly, including ignoring posted meal hours. Also, food was skimpy and not high quality. Sleeper 2656 "Silver Crag" was a bit craggy. My roomette had several inoperative switches, including the overhead light. Time for "Silver Crag" to be "heritaged".

On Sep 6 we took a fascinating boat tour from San Francisco to Sacramento. It was the first time that Delta Travel of Sacramento, who puts on these tours thruout the year, was operating two boats at once. Ours was the "Harbor Emperor", belonging to Harbor Tours of San Francisco, and piloted by Captain Ed King. We left the City at 8:30am and reached Sacramento at 3:30 after a leisurely trip up the

bay, the delta, and the Sacramento River. Don Derbyshire, owner of Delta Travel, is a railfan, and his narration of the tour included pointing out many places of railroad interest. One such was the Martinez-Benicia railroad bridge, over which the STARLIGHT and SAN FRANCISCO ZEPHYR pass. The bridge is having its fiftieth anniversary on Nov 1. When the bridge was opened in 1930, there was a big celebration which included bringing in the "C. P. Huntington" locomotive. It was interesting to see the bridge from directly below for the first time. We hoped that a train would cross as we passed, but none did. Opening of the bridge eliminated a rail ferry crossing and made an all-rail link between Oakland and Chicago.

After dinner in Old Sacramento (near the Amtrak station), we were whisked back to S.F. on an exceedingly fast non-stop (1½-hour) charter bus. We highly recommend the water tour. Delta Travel's address is PO Box 813, West Sacramento 95691.

Mixed Train of Thoughts

THE SOUTHWEST LIMITED is getting Superliner cars next. The news came out after our last issue, with fairly short notice. The first such consist out of Chicago is to be on Oct 27, and the second consist on Nov 4, also out of Chicago. Amtrak said that the consists at first will be a mixture of Superliner, HEP Hi-level cars and Heritage Fleet cars--anything available that's electric-powered, evidently. The only Superliner cars at first will be coaches, until enough of the new double-decker equipment is available to outfit the train in all Superliners. (Actually, the general public probably wouldn't notice much difference in the external appearance of the train.) In mid-October Amtrak operated a technical training set of equipment along the SOUTHWEST LIMITED route to prepare workers, especially mechanical department people, for the new cars. The training equipment consisted of F40 engine 291, Superliner technical training car 10504, coach dorm 39905 (HEP Hi-level car), coach baggage 31024, and coach 34048. The equipment was moved from place to place on the SOUTHWEST LIMITED, scheduled to move as follows: Oct 13, Chicago-Fort Madison; Oct 14, Fort Madison-Kansas City; Oct 16, Kansas City-Newton; Oct 17, Newton-La Junta; Oct 18, La Junta-Albuquerque. In the new electric-powered consists, the sleepers will once more be on the rear of the train.....

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THE SAN JOAQUIN line was broken by flood waters at 2:15am the morning of Oct 23. Last issue we reported on the train's slow orders because of flood waters up against a Santa Fe Railway embankment in the Delta region between Stockton and Port Chicago CA. The embankment was holding river waters back after a levee burst on Sep 26. On Oct 23 about 100 feet of the railway embankment gave way while a 44-car Santa Fe freight was on it (the weight of the train evidently did not cause the collapse). Two trailing diesel engines sank in the water, along with a flatcar. There were no injuries to railroad people or residents of the agricultural area, as 6000 acres of farmland went under water. Amtrak said it would re-route the SAN JOAQUIN on the Southern Pacific between Stockton and Port Chicago starting Oct 23, and that delays of 30-60mins could be expected. The train had returned to on-time performance after initial delays following the first flood.....

THE COAST STARLIGHT will be reinforced by a second section running daily between Oakland and Los Angeles from mid-December to mid-January, Amtrak said on Oct 23. The exact dates and schedules weren't yet available, but Amtrak said the train probably would follow the first section by 10 minutes. It will use the RENO FUN TRAIN equipment which is stored in Oakland. The FUN TRAIN itself begins seasonal operation in January. On Oct 15 the rail corporation announced that the STARLIGHT

will begin getting Superliner equipment next March, rather than the previously-announced date of Oct 1981. Four sets of Superliner equipment are required, with each set to include one baggage car, six coaches (for a total of 427 passengers), one lounge/cafe car, one diner, and two sleepers (with 88 beds total). Amtrak also formally announced the re-routing of the STARLIGHT thru Sacramento, with no definite startup date, since arbitration proceedings between SP and Amtrak must be completed. From Davis, the train will run via Sacramento, Marysville and Chico, rejoining the present route at Gerber CA. Chico is the location of a large college population, Amtrak pointed out.....

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AUTO-TRAIN CORPORATION'S founder and president Eugene K. Garfield was removed from his post as head of the company by a federal bankruptcy court judge Oct 20. Garfield will be allowed to remain on the corporation's board of directors, but must give up his position as president and his salary, which is currently $50,000 per year but which earlier was $125,000. Garfield's attorney said he would appeal the decision to a district court. Auto-Train is being reorganized under federal bankruptcy laws to keep it operational and allow it to pay its bills.....

RTN MISSISSIPPI CORRESPONDENT Adron F. Hall and his wife are the proud parents of an 8-pound boy born on Oct 11.....

AMTRAK TRAIN 300, the Chicago-bound STATEHOUSE, was struck by a semi-trailer truck at 8:55am on Oct 13 at Lorenzo, Illinois, just north of Joliet. The truck hit the side of the first Amcoach, derailing the second Amcoach and damaging the third Amcoach. The truck driver was killed and one passenger received medical attention. The crossing was protected by crossing gates and flashers. Skid marks from the truck were over 200 feet long. Damage to Amtrak equipment was: Amcoach 21863 $7,500; Amcoach 21117 $75,000; Amcoach 21111 $7,500, a total of $90,000. Track damage was estimated at $7,930. The train was delayed about 6½ hours, and passengers were bused on to Chicago.....

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AMTRAK'S PUBLIC AFFAIRS Department in Washington was "floating on cloud nine" according to an observer, when the train-ride article by Berton Roueche appeared in the Sep 15 issue of the New Yorker magazine (see Slip of the Month Club, RTN #210). The author, who evidently loves trains, described a journey from New York to Seattle on the LAKE SHORE LIMITED and the Superliner EMPIRE BUILDER. Absolutely nothing went wrong, and the author was ecstatic about the trip and the service.....

SPECIAL AMTRAK TRAIN was run on the Santa Fe route Los Angeles to San Bernardino on Oct 16, making 2-minute passenger stops at Pasadena, Monrovia, Azusa, Glendora (milepost 111.5), Pomona, Upland and Fontana (at about milepost 88.8). Consist of the special was F40 engine 289, Amfleet cars 21260, 21180 and 21267, and Santa Fe business car 58. Evidently the train was making time trials for the projected L.A. to San Bernardino commuter service.....

CALIFORNIA TRANSPORTATION DEPARTMENT has gone to court to prevent Amtrak from raising fares on the state-sponsored SAN DIEGAN and SAN JOAQUIN routes and to halt Amtrak's increasing the operating times of the SAN DIEGANS. The longer times were agreed upon by Santa Fe and Amtrak as a condition of putting on the seventh train on the route starting Oct 26. Caltrans said that other states, including Michigan, New York and Oregon, have expressed concern over the Oct 26 fare increases, but California is the first state to take legal action. Said Caltrans director Adriana Gianturco, "We are firmly convinced that Amtrak's proposed fare increases and longer running times will result in a substantial loss in fare-paying passengers thruout the state and threaten the continued growth of farebox revenues." Gianturco accused Amtrak of "unilateral" decisions on fares and schedules with Caltrans "relegated to the role of a limited partner that simply provides funding for the service without any participation in the decision-making process." SAN DIEGAN fares would go up 17.4% and SAN JOAQUIN fares 10.2%, Caltrans noted.....

NEW YORK STATE Transportation Commissioner announced on Oct 20 the approval of an $18.4 million agreement with Conrail for track improvements to be completed between Croton-Harmon and Poughkeepsie as part of the state's High Speed Rail Improvement Program. The work is being done by Conrail forces and will be completed in two years. The improvements will reduce running time for intercity passenger trains between New York and Albany to 2hrs 15mins, Commissioner Hennessy said. MTA commuter travel times also will be reduced as a result. When the remaining track and signal work south of Croton-Harmon is later completed, Amtrak running time between NY and Albany will be cut to the long-term goal of 2 hours.....

THE NIAGARA RAINBOW and the ADIRONDACK will run as separate trains starting Oct 26. Beginning last August they were combined between New York and Albany for greater economy of operation. Now Amtrak says that the actual savings weren't as great as expected, and they will go separate again, the costs coming out of Amtrak's own budget without additional state participation. Starting Oct 26 the NIAGARA RAINBOW will leave New York at 8:45am daily, while the ADIRONDACK will leave at 9:30am (previously, the combined train left at 8:45). The other direction, New York arrival time will be 6pm for the ADIRONDACK and 9pm for the NIAGARA RAINBOW, instead of 9pm for both. The ADIRONDACK will reach Montreal at 6:09pm and will leave that city at 9:15am. Other New York departure times in the Empire Service will be 12:45pm for the EMPIRE STATE EXPRESS, 2:45pm for the HENRY HUDSON, 4:35pm for the WASHINGTON IRVING, 5:45pm for the SALT CITY EXPRESS, 6:45pm for the LAKE SHORE LIMITED, and 8:45pm for the DEWITT CLINTON. All eight trains run daily.....

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AMTRAK'S ON-TIME PERFORMANCE in August was 63.4% systemwide, an improvement over the 49.4% of August 1979, even tho ridership was at an all-time high. Amtrak short distance trains averaged 65.2% on time, while long distance were 56.5% on time, an improvement in both categories. The SUNSET LIMITED, subject of a recent Amtrak lawsuit over SP performance, was on time 74.1% of the time in August, compared to 23.1% in July and to zero percent in Aug 1979. Three routes had 100% records: Detroit-Jackson, New York-Newport News, and Seattle-Eugene.....

SUPERLINER CAR ORDER will be completed in Aug 1981, Amtrak President Alan Boyd said at the recent Family Day in Los Angeles. He said that the full order of 284 cars and possibly a few more than that will be received.....

PALM SPRINGS NEWSPAPER, the Desert Sun on Oct 7 editorialized in favor of passenger train service to the California desert resort city. The paper called for local support for such a service, pointing out that other factors are favorable for it, including the support of Citizens for Rail California.....

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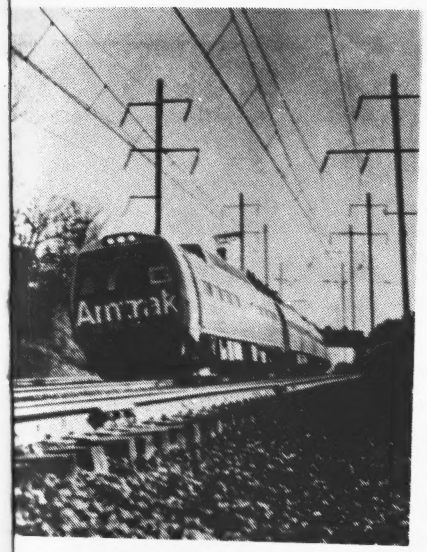
THE TEXAS CORRIDOR was to be the subject of a planning session at the Texas A&M college campus on Oct 23, with Amtrak's Alan Boyd in attendance. Amtrak said it was seeking the advice and expertise of elected officials and community leaders on plans for expanded rail service between Dallas/Fort Worth, Houston and San Antonio. Amtrak is to report to Congress next February on the emerging corridors, including the Texas Triangle. The meeting was to be open to the public and the press.....

AMTRAK BOARD MEMBER Robert G. Dunlop resigned effective Sep 30. He had been on the Board since July 1974, after nomination by President Nixon. His term had expired in July 1978, but he continued to serve until a replacement was nominated. Recently President Carter nominated William T. Cahill, former New Jersey governor, to replace him. Carter also nominated W. Howard Fort, an Akron OH attorney to fill the vacancy created by the departure of Harry Edwards. Both nominations are expected to be okayed by the Senate soon.....



AMTRAK RECENTLY RELEASED the adjoining photo of a set of refurbished Metroliners running thru Lanham, Maryland, northbound from Washington.....

THE GEORGIA RAILROAD still runs its mixed train passenger service between Augusta and Atlanta, and it came to light this month when Georgia Public Service commissioners rode the train and then told newsmen that the railroad should improve the service or lose the tax breaks that it gets by operating passenger service. Commissioner Billy Lovett said that the railroad is "fooling the public" by running a service that is a passenger car only, "not a passenger service." The train's unreliable departure time from Atlanta was criticized. Altho the schedule calls for a 6am departure, the train usually gets going about 8am, and often not before noon.....

SYRACUSE STATION LOCATION will be studied by a Citizens Advisory Committee to try to come up with a more convenient place. New York State Transportation Commissioner Hennessy on Oct 16 announced appointment of the committee in order to encourage community input into the question. He said that many feel that the present East Syracuse location is inconvenient and in an unattractive area. He said that construction costs of a new station would be shared by the state, Amtrak and the local community.....

THE LOUISIANA ASSOCIATION of RR Passengers met in New Orleans in early October. The promoted the idea of a cable railroad system for the 1984 World's Fair to be held in New Orleans. They noted that Louisiana legislators will recommend by Mar 1, 1981 legislation based on a study of New Orleans-Baton Rouge-Shreveport rail passenger service using existing tracks. The plan will be presented to Amtrak later.....

DEPARTMENT OF CORRECTIONS: In the Mexico train article last issue, trains 5&6 should be named EL TAPATIO. And altho the porters wear Pullman uniforms, Pullman no longer operates the company for which they work.....

RAIL DEREGULATION BILL, formerly known at the Staggers Rail Act of 1980, was signed into law by President Carter on Oct 14. Congressman Harley Staggers, whose name is on the bill, retires at the end of this session, after spending 32 years in Congress. He has been a strong supporter of Amtrak legislation. Among the effects of the bill will be more frequent discontinuance of branch-line service.....

THE WILLAMETTE VALLEY train needs lower fares and better schedules, a state DOT project manager said in mid-October, in order to pull in enough riders this winter. In September, daily ridership fell to 198, compared to 255 in August. Goal of the train's backers is 345 daily by next June 30.....

CARS & CONSISTS

*CRESCENT, train 20, Lynchburg Sep 28 (last steam-heated consist): engines 327 (F40), 441, 473, 425 (E units); cars 1005, 1427, 5653, 5411, 5644, 5646, 5652, 3326, 8383, 6026, 2858, 2854, 2855, deadheads 2865, 3343, 1414, 1405, 1418.

*BROADWAY LIMITED, train 41, Pittsburgh Oct 17: engines 329, 336; cars 1260,

NEW YORK STATE Transportation Commissioner announced on Oct 20 the approval of an $18.4 million agreement with Conrail for track improvements to be completed between Croton-Harmon and Poughkeepsie as part of the state's High Speed Rail Improvement Program. The work is being done by Conrail forces and will be completed in two years. The improvements will reduce running time for intercity passenger trains between New York and Albany to 2hrs 15mins, Commissioner Hennessy said. MTA commuter travel times also will be reduced as a result. When the remaining track and signal work south of Croton-Harmon is later completed, Amtrak running time between NY and Albany will be cut to the long-term goal of 2 hours.....

THE NIAGARA RAINBOW and the ADIRONDACK will run as separate trains starting Oct 26. Beginning last August they were combined between New York and Albany for greater economy of operation. Now Amtrak says that the actual savings weren't as great as expected, and they will go separate again, the costs coming out of Amtrak's own budget without additional state participation. Starting Oct 26 the NIAGARA RAINBOW will leave New York at 8:45am daily, while the ADIRONDACK will leave at 9:30am (previously, the combined train left at 8:45). The other direction, New York arrival time will be 6pm for the ADIRONDACK and 9pm for the NIAGARA RAINBOW, instead of 9pm for both. The ADIRONDACK will reach Montreal at 6:09pm and will leave that city at 9:15am. Other New York departure times in the Empire Service will be 12:45pm for the EMPIRE STATE EXPRESS, 2:45pm for the HENRY HUDSON, 4:35pm for the WASHINGTON IRVING, 5:45pm for the SALT CITY EXPRESS, 6:45pm for the LAKE SHORE LIMITED, and 8:45pm for the DEWITT CLINTON. All eight trains run daily.....

★ ★ ★

AMTRAK'S ON-TIME PERFORMANCE in August was 63.4% systemwide, an improvement over the 49.4% of August 1979, even tho ridership was at an all-time high. Amtrak short distance trains averaged 65.2% on time, while long distance were 56.5% on time, an improvement in both categories. The SUNSET LIMITED, subject of a recent Amtrak lawsuit over SP performance, was on time 74.1% of the time in August, compared to 23.1% in July and to zero percent in Aug 1979. Three routes had 100% records: Detroit-Jackson, New York-Newport News, and Seattle-Eugene.....

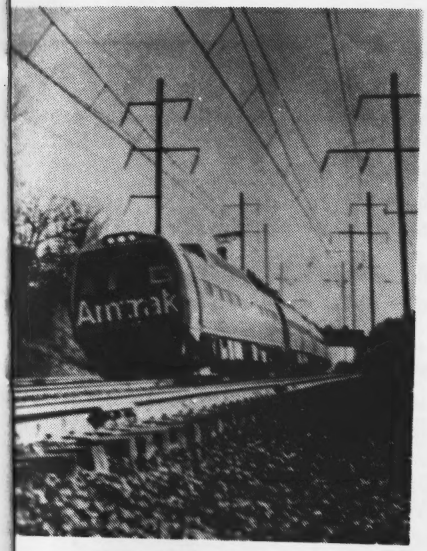
SUPERLINER CAR ORDER will be completed in Aug 1981, Amtrak President Alan Boyd said at the recent Family Day in Los Angeles. He said that the full order of 284 cars and possibly a few more than that will be received.....

PALM SPRINGS NEWSPAPER, the Desert Sun on Oct 7 editorialized in favor of passenger train service to the California desert resort city. The paper called for local support for such a service, pointing out that other factors are favorable for it, including the support of Citizens for Rail California.....

★ ★ ★

THE TEXAS CORRIDOR was to be the subject of a planning session at the Texas A&M college campus on Oct 23, with Amtrak's Alan Boyd in attendance. Amtrak said it was seeking the advice and expertise of elected officials and community leaders on plans for expanded rail service between Dallas/Fort Worth, Houston and San Antonio. Amtrak is to report to Congress next February on the emerging corridors, including the Texas Triangle. The meeting was to be open to the public and the press.....

AMTRAK BOARD MEMBER Robert G. Dunlop resigned effective Sep 30. He had been on the Board since July 1974, after nomination by President Nixon. His term had expired in July 1978, but he continued to serve until a replacement was nominated. Recently President Carter nominated William T. Cahill, former New Jersey governor, to replace him. Carter also nominated W. Howard Fort, an Akron OH attorney to fill the vacancy created by the departure of Harry Edwards. Both nominations are expected to be okayed by the Senate soon.....



AMTRAK RECENTLY RELEASED the adjoining photo of a set of refurbished Metroliners running thru Lanham, Maryland, northbound from Washington.....

THE GEORGIA RAILROAD still runs its mixed train passenger service between Augusta and Atlanta, and it came to light this month when Georgia Public Service commissioners rode the train and then told newsmen that the railroad should improve the service or lose the tax breaks that it gets by operating passenger service. Commissioner Billy Lovett said that the railroad is "fooling the public" by running a service that is a passenger car only, "not a passenger service." The train's unreliable departure time from Atlanta was criticized. Altho the schedule calls for a 6am departure, the train usually gets going about 8am, and often not before noon.....

SYRACUSE STATION LOCATION will be studied by a Citizens Advisory Committee to try to come up with a more convenient place. New York State Transportation Commissioner Hennessy on Oct 16 announced appointment of the committee in order to encourage community input into the question. He said that many feel that the present East Syracuse location is inconvenient and in an unattractive area. He said that construction costs of a new station would be shared by the state, Amtrak and the local community.....

THE LOUISIANA ASSOCIATION of RR Passengers met in New Orleans in early October. The promoted the idea of a cable railroad system for the 1984 World's Fair to be held in New Orleans. They noted that Louisiana legislators will recommend by Mar 1, 1981 legislation based on a study of New Orleans-Baton Rouge-Shreveport rail passenger service using existing tracks. The plan will be presented to Amtrak later.....

DEPARTMENT OF CORRECTIONS: In the Mexico train article last issue, trains 5&6 should be named EL TAPATIO. And altho the porters wear Pullman uniforms, Pullman no longer operates the company for which they work.....

RAIL DEREGULATION BILL, formerly known at the Staggers Rail Act of 1980, was signed into law by President Carter on Oct 14. Congressman Harley Staggers, whose name is on the bill, retires at the end of this session, after spending 32 years in Congress. He has been a strong supporter of Amtrak legislation. Among the effects of the bill will be more frequent discontinuance of branch-line service.....

THE WILLAMETTE VALLEY train needs lower fares and better schedules, a state DOT project manager said in mid-October, in order to pull in enough riders this winter. In September, daily ridership fell to 198, compared to 255 in August. Goal of the train's backers is 345 daily by next June 30.....

CARS & CONSISTS

*CRESCENT, train 20, Lynchburg Sep 28 (last steam-heated consist): engines 327 (F40), 441, 473, 425 (E units); cars 1005, 1427, 5653, 5411, 5644, 5646, 5652, 3326, 8383, 6026, 2858, 2854, 2855, deadheads 2865, 3343, 1414, 1405, 1418.

*BROADWAY LIMITED, train 41, Pittsburgh Oct 17: engines 329, 336; cars 1260,

1227, 1615, 2881, 2083, 4723, 4710, 4705, 4617, 8505, 3100, 4635, 4701, 4715, 2884.

*PENNSYLVANIAN, train 46, Pittsburgh Oct 17: engine 271; cars 21177, 20120, Conrail business car 2.

*"Berkshire Express", Mass. Bay RRE Amtrak/Conrail excursion, Pittsfield MA Oct 4: engines 209, 309; cars 20671 Amclub, 21021, 21140, 20002 Amcafe, 21030, 21146, 21066, 21109, 21099, 20016 Amcafe, 21207, 21125, 21175.

*Mystic Valley Hoosac Tunnel MBTA/B&M excursion train, North Adams MA Sep 27: engine 1005 (F40-PH-2); coach 301, control car coach 1311, coaches 332, 328, control car coach 1310 (MBTA equipment; control cars incl. for their lavatory facilities).

*LAKE SHORE LIMITED, train 49, New York Sep 20: engine 488 (FL9); bag-dorm 1613, slumbercoach 2051, slpr 2903 "Pacific Bend", coaches 4618, 4615, cafeteria lounge 3105, coach 4627, Amcoach 21103, power car 693.

*SOUTHWEST LIMITED, train 3, Kansas City Oct 12: engines 509 (SDP), 239 (F40), 513, 512 (SDPs); cars(deadheads 5435, dome 9458 "Silver Brand", dome 9457 "Silver Buckle", 5414, 5665), 1248, 1000, 9990, 2256 "Star View", 2759 "Palm Summit", 2649 "Silver Rapids", 3336, 9927, 9983, 9941, 9945. Train 4, same: engines 291 (F40), 525, 507, 502 (SDPs); cars (deadheads 2653 "Silver Cliff", 2651 "Silver Shore", 2553 "Central Park"), 1363, 1198, 1523, 2217 "Indian Pony", 2753 "Palm Leaf", 2675 "Silver Vale", 8033, 9914, 9975, 9957, 9951. Train 4, same, Oct 11: engines 524, 505, 643 (SDPs); cars 1270, 1114, 2202 "Silver Thrush" as dorm, 2266 "Placid Sea", 2658 "Silver Dale", 2552 "Brooklyn Bridge", 2758 "Palm Stream", 9909, 9981, 9970, 9947, 9943.

*ANN RUTLEDGE, train 304, Kansas City Oct 2: engine 235; cars 21831, 20200, 21204, MoPac business car 2.

*SAN FRANCISCO ZEPHYR, train 5, Omaha Oct 15: engines 314, 319 (F40s); cars 1220, 1210, coach dorm 39931, coach-bag 31007, coaches 34096 & 34061, diner 38026, sleeper 32004. Train 6, same, Oct 17: engines 317, 320 (F40s); cars 1270, 1160, coach dorm 39925, bag-coach 31000, coaches 34051 & 34065, diner 38003, slpr 32013.

*DESERT WIND, train 36, arriving Ogden Oct 17: engines 288, 292 (F40s); cars 1251, 2940 "Pacific View", 20231 Amdinette, coach-dorm 39936, coaches 34078, 34100.

QUOTES OF THE WEEK***

"Q: I'm calling from St. Louis. The state of Missouri is thinking about putting another train on between here and Kansas City. I think it would be a good idea to extend it to Omaha, which is only 200 miles further. Something like that should be pretty cheap to do, and the train could connect with the SOUTHWEST LIMITED at Kansas City and the ZEPHYR at Omaha. It could make a lot of money.

"A: Your suggestion does indeed have some merit, but such a service would undoubtedly require some increase in our deficit. At the present time, new services such as these are not possible. Before we seek new services to operate on our own, we must improve quality of present service in such a way that the company's revenue-to-cost ratio and ridership both improve substantially. Once these goals are attained, Amtrak will have a much stronger case when we seek funding for new operations."

--Question and answer to Amtrak President Alan Boyd's Hot Line, Amtrak News, August.

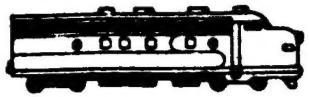
SLIP OF THE MONTH CLUB***

"After more than a decade of delays, the Regional Transportation Authority and its counterpart in Indiana approved the purchase Monday of 36 new South Shore Line commuter cars... Sumitomo Corp. received the contract after submitting a bid about $4 million lower than the only other bidder, the Budd Co. of Philadelphia, a German-owned firm, RTA officials said."

--Dennis Byrne in Chicago Sun-Times, Sep 30.

BACK ISSUES

The full year 1979 is now available--Volume 9, 15 issues of RTN all in one parcel for just $5.50 postpd, no tax. Also: 1978 $5.50; 1977 (22 issues) $7. RTN, PO Box 9007, Berkeley CA 94709.



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AMTRAK RIDERSHIP FIGURES

AUGUST 1980 FIGURES--SECOND COLUMN IS % INCREASE OVER 1979

Metroliners	125,808	-11.2
NE Corr Conventional	520,138	3.8
New Haven-Springfld	22,584	-27.9
NY-Philadelphia	205,847	2.0
Phila-Harrisburg	77,401	-15.8
NY-Harrisburg	30,020	86.8
TOTAL NE CORRIDOR:	981,976	-0.2
NY-Niagara Falls	74,116	.1
Chicago-St. Louis	9,649	-17.7
Chicago-Milwaukee	28,084	-14.7
Chic.-Detroit/Toledo	46,955	-8.6
Chicago-Carbondale	16,261	-0.1
Chicago-Quincy	8,509	-1.3
L.A.-San Diego	149,566	4.4
Vancouver-Eugene	18,629	-5.0
Washington-Cincinnati	12,696	57.5
Wash.-Martinsburg	20,864	-6.1
Oakland-Bakersfield	17,741	56.1
New York-Montreal	10,872	-31.8
Chicago-Port Huron	12,642	7.6
Chicago-Dubuque	4,397	-38.6
Chicago-Duluth	16,454	1.4
Chicago-Valparaiso	18,111	--
Chicago-Peoria	2,810	--
Chicago-Kansas City	18,534	92.0
Phila.-Pittsburgh	8,297	--
Portland-Eugene	7,564	--
TOTAL SHORT DIST.:	502,751	9.2

Washington-Montreal	47,956	6.1
New York-Florida	76,330	-13.8
Chicago-NY/Washington	36,829	18.1
Chicago-Cincinnati/DC	21,287	12.7
Chicago-Seattle	44,926	103.1
Chicago-S.F./L.A.*	59,640	73.8
Chicago-Los Angeles	39,248	1.5
Chicago-New Orleans	26,980	-8.6
Chicago-Texas	32,424	22.1
L.A.-New Orleans	9,750	-18.3
L.A.-Seattle	62,527	-0.8
Chicago-NY/Boston	43,658	17.1
Boston-Newport News	71,105	-2.3
New York-Savannah	51,175	-4.9
Seattle-Salt Lake	17,739	4.0
New York-New Orleans	55,791	81.2
TOTAL LONG DIST.:	697,365	12.2
Special trains	150	-87.6
SYSTEM TOTAL:	2,182,242	.4

*SAN FRANCISCO ZEPHYR plus DESERT WIND

The above ridership figures, for August, were released by Amtrak on Oct 14. August proved to be the highest-ridership month ever for Amtrak. President Alan Boyd said "This is a clear indication that the nation is continuing the trend toward more energy-efficient public transportation for intercity travel. We expect to experience even more substantial ridership growth in the years ahead as our ser-

vices continue to improve and rising fuel prices make train travel an even more attractive transportation mode."

Amtrak patronage was up 12.2% in August over August 1979 when the 106,706 riders who rode the now-discontinued routes last year are taken into account; without allowing for them, the increase is .4% as shown above. The biggest increase was on the EMPIRE BUILDER--103.1%--but this is comparing daily operation with a four-times weekly train last year. RTN calculates that it is actually a 16% increase based on a similar number of days of operation.

Amtrak continues to show the SAN FRANCISCO ZEPHYR and DESERT WIND figures combined. A footnote gives the DESERT WIND figures separately: 17,753. Therefore, the SFZ ridership would be 41,887 for a 22% SFZ increase over August 1979's 34,323. No year-to-year comparisons are as yet possible for the new routes Chicago-Valparaiso, Chicago-Peoria, Philadelphia-Pittsburgh and Portland-Eugene.

For the fiscal year to date (Oct thru Aug) Amtrak ridership was up 3.3% when the discontinued routes are taken into account. Total ridership for the fiscal year was 19,589,746 plus 2,330 persons on the discontinued routes in Oct 1979. Without allowing for those routes, ridership was down .9%.

The single most-heavily patronized train continued to be the COAST STARLIGHT, with 62,527 passengers in August.

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TEN-PAGE REPORT answers question vexing them at October meetings in San Diego: How do you build an underground garage under an operating "trolley"--the San Diego light rail line? GETTING THE TROLLEY TO THE (SANTA FE) STATION ON TIME --SEVEN EXPEDITING OPTIONS covering that two-block gap were presented to the MTDB transit board and referred to staff for evaluation. Presented by the low-cost-rail transit catalyst Robert J. Swan, Box 1866, Long Beach CA 90801. $4.

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INSTRUCTIONS: Rate each train on each of the 11 categories (A-K) listed below: (A) Your overall impression of the train, taking everything into account; (B) Service from operating crew (conductor, etc.); (C) Dining or snack crew service; (D) Lounge crew service; (E) Food quality; (F) Car mechanical condition; (G) Car cleanliness and housekeeping; (H) Condition of track & roadbed; (I) Desirability of train's schedule; (J) Condition of stations: (K) Appropriateness of type of equipment used.

Use the 9-point rating scale below. Do not use previous rating forms, as we have changed some of the categories. Put ratings on separate sheet from other correspondence.

1 — 2 — 3 — 4 — 5 — 6 — 7 — 8 — 9

Extremely poor ... Average, acceptable ... Extremely good

RTN'S TRAIN RATING FORM

NAME & ADDRESS:

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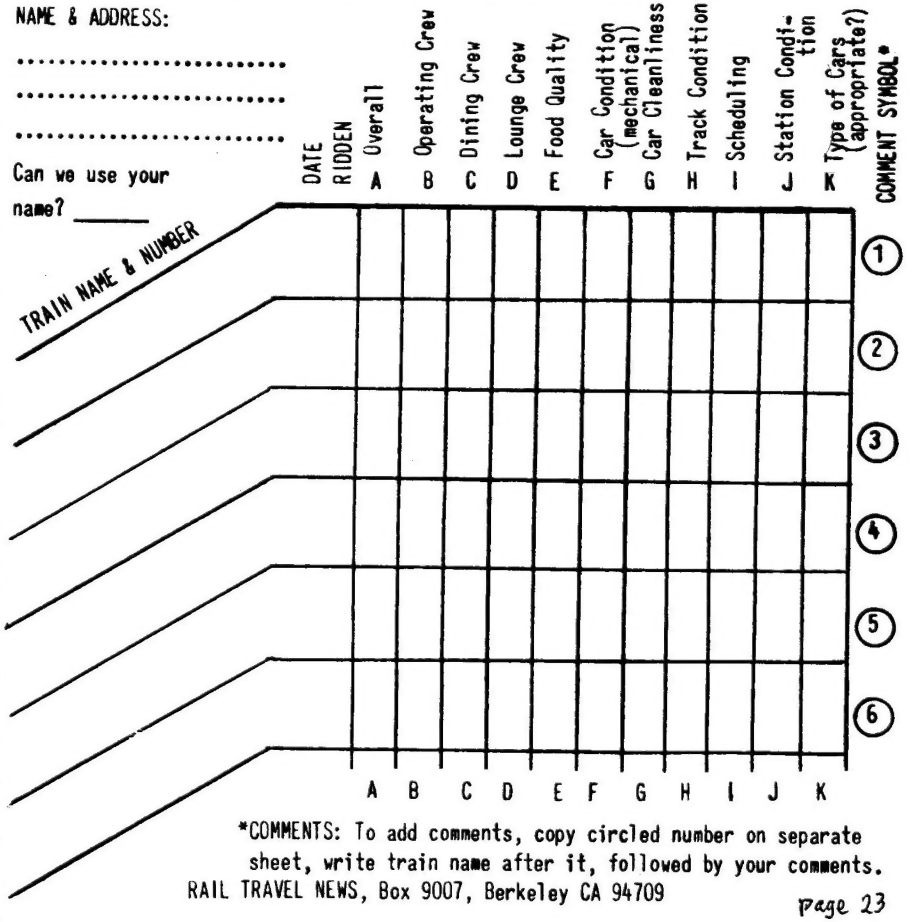
Can we use your name? _____



*COMMENTS: To add comments, copy circled number on separate sheet, write train name after it, followed by your comments.

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